

German Drives Fail in West, but Russians Are Forced Back.

Speaking in a broad sense, the western battifront in Belgium, France, Luxembourg and Italy shows no essential change during the middle of the 19th century. In fact, the line of the first week of last December could almost be superimposed upon the line of May. It is interesting at Westende on the North Sea, zigzagging south into France, where it winds around Noyen and Solons, under the influence of a strong wind, to become a triangle to take in St. Michel, thence cutting back curvily to Le Manille, whence it charges down to the sea.

These facts are apparent, however, in a study of the line—the German drew no nearer to Paris during the 18th century than Napoleon's army once looked so longingly at the island. If anything, the line of May was just a little further back from the

The British ship Falaba, bound for Africa with passengers aboard, was torpedoed off the coast of Ireland on March 28 and Leon C. Thrasher, an American, was killed. A month later the American oil tanker Gulfport was torpedoed off the coast of Ireland; 11 men were killed and the captain died from heart failure.

Then on Friday, May 7, the German submarine U-30, with 149 Americans aboard, was torpedoed and sunk off Old Head of Kinsale, Ireland. The total dead was 1,150, of whom 111 were Americans. Among the survivors were Gwynne Vanderbilt, Elbert Hubbard, Charles Klein, the playwright, and Joseph Miles Forman, the author, being rescued by the British submarine. The submarine had followed a solemn German warning printed in the American newspapers of May 1 that Americans were to be kept off the Irish coast in the war zone established by Germany.

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